



Howard County Department Of Planning And Zoning
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350

Marsha S. McLaughlin, Director

www.howardcountymd.gov
FAX 410-313-3467
TDD 410-313-2323

TECHNICAL STAFF REPORT

Planning Board Meeting of June 5, 2014; beginning at 7:00 p.m.

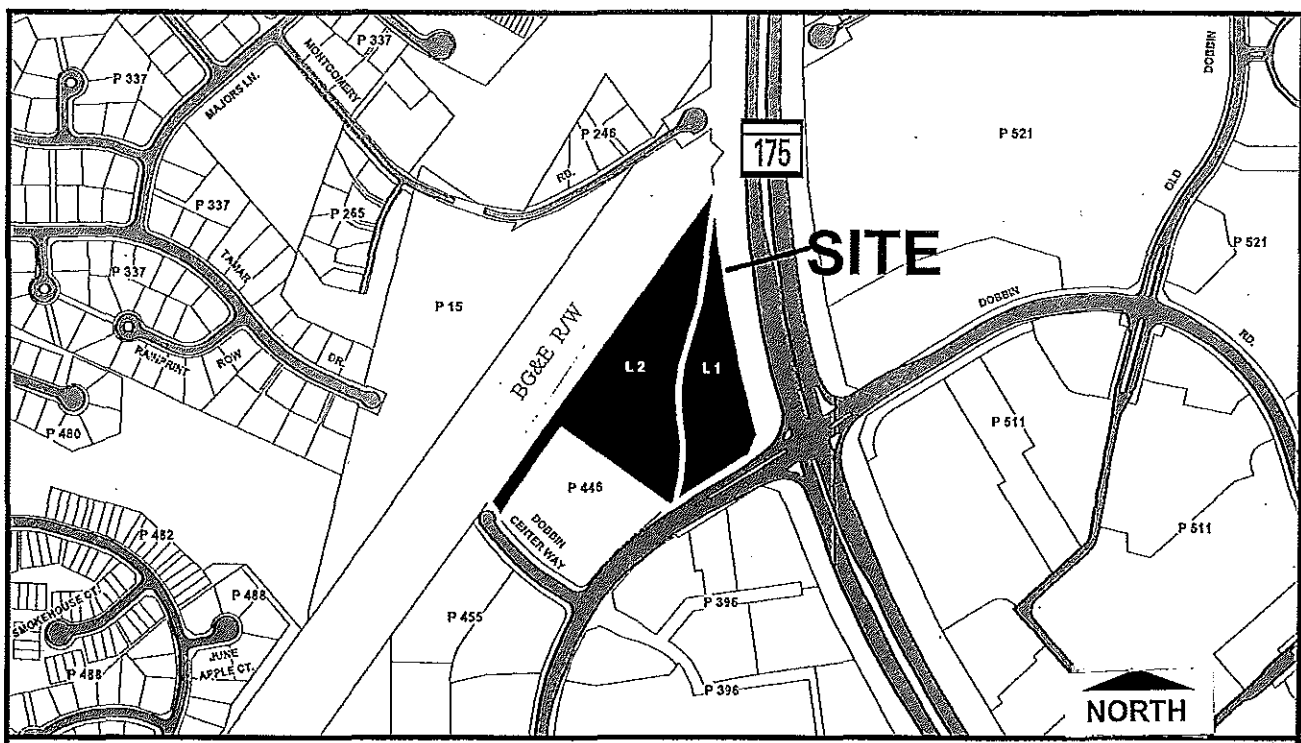
Case No./Petitioner: SDP-04-154/Shoppes at Dobbin Corner
Dobbin Square, LLC, c/o Chip Stehle, Owner

Subject: SDP-04-154/Shoppes at Dobbin Corner (Columbia Auto Park, Sec.1/Area 1)
Parcels L-1 and L-2; Red-Line Revisions

Request: For approval of red-line revisions to the site development plan (SDP-04-154) so as to increase the number of parking spaces from 215 to 260 spaces and to reduce the 10' parking setback from a property line to 0' on Parcels L-1 and L-2 and to 6.5' from the Dobbin Center Way right-of-way on Parcel L-2.

Location: Parcels L-1 and L-2 are located at the northwest corner of Dobbin Road and Route 175, east of Dobbin Center Way in the Columbia Auto Park Subdivision, Section 1/Area 1 and identified as the Shoppes at Dobbin Corner. Parcel L-1 consists of 3.06 acres and Parcel L-2 consists of 5.68 acres. Both parcels and the adjoining southern Parcel L-3 are zoned New Town/Employment Center Commercial in accordance with FDP-132-A-III.

Recommendation: The Department of Planning and Zoning recommends approval of the red line revisions to SDP-04-154 so as to reconfigure and restrip the existing parking areas to increase the number of parking spaces from 215 to 260 spaces and to reduce the required 10 parking setback from a property line to 0' from the interior lot line between Parcels L-1 and L-2 and to 6' from Dobbin Center Way right-of-way on Parcel L-2 for one new western parallel parking space, subject to compliance with reviewing agency comments.



Vicinal Properties: The subject site is identified as Parcels L-1 and L-2 of the Columbia Auto Park, Section 1/Area 1, located at the northwest corner of Dobbin Road and Route 175 and bounding on the north side of Dobbin Center Way. Driveway access to these parcels is across a 60' wide pipestem area of Parcel L-2 which fronts on Dobbin Center Way. Access to Parcel L-1 is through the parking lot area located on Parcel L-2. The adjoining property located to the north of Parcel L-2 is a 250' wide right-of-way for BG&E and is zoned R-12 (Residential-Single). The adjoining property to the south is identified as Parcel L-3 of the Columbia Auto Park, Section 1/Area 1, Subdivision and contains a Retail Building, a Restaurant Building and parking areas. Two structures are located on Parcel L-2; a Retail/Restaurant Building consisting of 11,933 sq.ft., situated at the southeastern corner and a Retail Building consisting of 13,148 sq.ft., situated to the north. Parking areas are located between these two buildings by which vehicular access to Parcel L-1 is provided. A Retail Building consisting of 11,014 sq. ft. is located to the south on Parcel L-1. Small areas of parking spaces are provided to the front and northern side of the Retail Building on Parcel L-1 (approximately 27 spaces). The majority of parking spaces for both parcels are located on Parcel L-2. Development is constrained on both Parcel L-1 and Parcel L-2 due to northern environmental features consisting of flood plain, wetlands, wetlands buffer, steep slopes and drainage areas.

Legal Notice: The subject property was properly posted with one (1) Planning Board Meeting poster with the date, time and place of Planning Board Meeting for 15 days prior to this meeting. The poster was placed at the driveway entrance to Parcel L-2 on the Dobbin Center Way road frontage.

Subdivision History:

FDP 132-A-III/Dobbin Road Commercial Center, Recorded 10/1984
 F-79-51/Parcels L-2 and L-3, Recorded 12/1978
 SDP-79-151, Par.L-2, Signed 10/1979
 SDP-83-216/Parcel L-2, Signed 7/1983
 F-05-099/Par.L-1 and L-2, Recorded 2/2005
 SDP-04-154/Parcels L-1 and L-2, Signed 3/2005
 SDP-87-218/Parcel L-2, Signed 3/1988

Proposed Improvements: Red-line revisions to SDP-04-154 are proposed to reconfigure the existing parking areas and parking islands located on Parcels L-1 and L-2 and to add new parallel parking on Parcel L-2 so as to create 45 additional spaces. Three micro-bioretenention facilities are also proposed. The reconfigured and restriped parking areas and new parallel spaces will increase the current number from 215 to 260 total parking spaces. Because the revision will increase the current spaces by 25 new spaces, Planning Board approval is required. In addition, Planning Board approval is required for proposed reductions in the required 10' parking setback from a property line per the recorded Final Development Plan, FDP 132-A-III. Shared parking spaces will be created across the property line between Parcels L-1 and L-2 requiring a reduction to 0' (maximum) for approximately 15 parking spaces. Also, 14 new parallel spaces are proposed along the western access driveway to Parcel L-2. The 14 spaces will meet the 10' parking setback from the western property line of Parcel L-2, however, one southern end space will be approximately 6.5' from the right-of-way line of Dobbin Center Way. The red line revisions are requested to alleviate parking congestion and circulation problems for customers accessing the three commercial/retail buildings located on site.

FDP Development Criteria:

- Area of Parcel L-1..... 3.0604 Ac.
- Area of Parcel L-2..... 5.6838 Ac.

Proposed Disturbance (Par.L-1 & L-2)92 Ac.

- Number of Parking Spaces Proposed (Par.L-1 & L-2) = 260 spaces
- Number of Parking Spaces Currently Provided (Par.L-1 & L-2)= 215 spaces
- Number of Parking Spaces Required Per FDP:
 - Building No. 1- 8,019 SF@5/1000 = 41 spaces
 - Building No. 2- 12,572 SF@5/1000 = 63 spaces
 - Building No. 3- 4,349 SF@5/1000 = 22 spaces
 - Building No. 4- 10,588 SF@5/1000 = 53 spaces
 - Total Required 179 spaces
- Building Setback Required Per FDP: 30' from any Public ROW or per SDP App'd by PB (n/a)
- Parking Setback Required Per FDP: 10' from any property line or per SDP App'd By PB

Parking Setback Proposed: 6.5' from Dobbin Center Way ROW on Parcel L-2
0' from property line of Parcels L-1 and L-2

Evaluation: In accordance with Section 125.O.G.4.d. of the Zoning Regulations, the Planning Board must evaluate the acceptability of the proposed parking increase and setback reductions based on the following criteria:

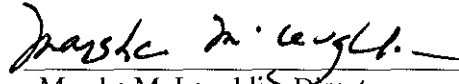
1. **The adjustment will not alter the character of the neighborhood or area in which the property is located, will not impair the appropriate use or development of adjacent property and will not be detrimental to the public welfare.**

The subject parcels are located in the New Town/Employment Center-Commercial Land Use zoning district. The immediate neighborhood has been developed with fast food/carry out and restaurant uses, big box retail stores, banks and office buildings. Parcel L-2 contains two retail/restaurant buildings. The adjoining property to the west of Parcel L-2 is a 250' wide right-of-way for BG&E and will not be developed. Parcel L-1 is mostly surrounded to the east and south by public road right-of-way for Route 175 and Dobbin Road. Parcel L-1 contains an 11,000 sq.ft. retail building. The increase in parking spaces and reduction of the 10' parking setback, therefore, will not adversely affect surrounding properties or be detrimental to the welfare of the public.

2. **The adjustment is needed due to practical difficulties or unnecessary hardships which arise in complying strictly with the Final Development Plan; and/or results in better design than would be allowed by strict compliance with the development criteria.**

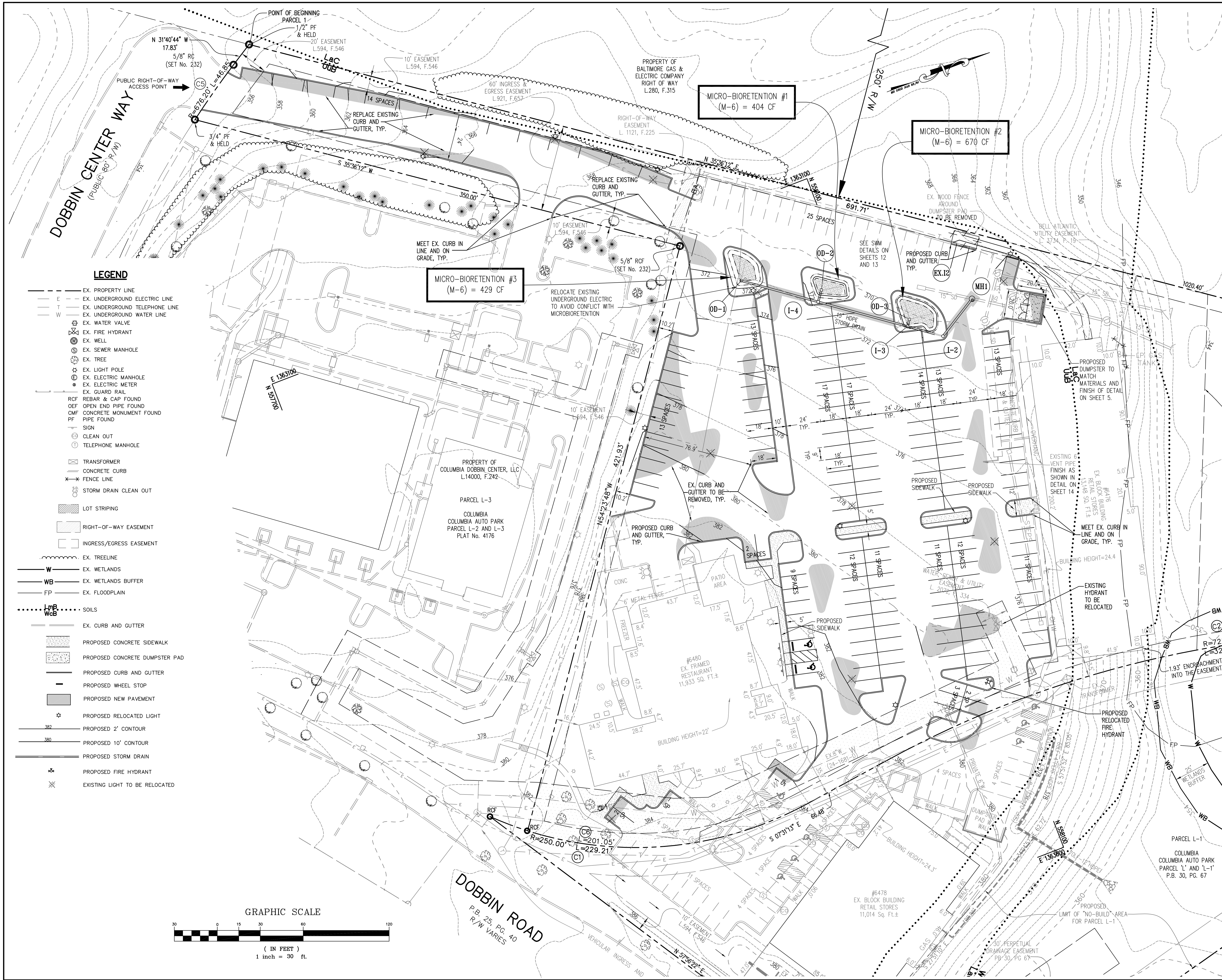
The owner is attempting to alleviate a parking shortage and traffic congestion on the subject parcels. During peak hours, parking is limited and negatively impacts the tenants of the existing retail buildings. By allowing the increase in parking spaces and setback adjustments, the owner can reconfigure existing parking areas and create new spaces which will better accommodate customers and improve traffic flow. Due to the irregular shape of the parcels, as well as, large areas of environmental features, the possibility of expansion beyond the current developed areas is not possible. The only other alternative is to restrip and reconfigure the existing parking areas which will result in the placement across the property line between Parcels L-1 and L-2 with approximately 15 spaces. In addition, since the possibility of parking expansion is so limited, the developer has proposed the placement of 14 new parallel spaces along the western access driveway to Parcel L-2. The 14 spaces will meet the 10' parking setback from the western property line of Parcel L-2, however, one southern end space will be approximately 6.5' from the right-of-way line of Dobbin Center Way.

Recommendation: The Department of Planning and Zoning recommends approval of the red line revisions to SDP-04-154 so as to reconfigure and restrip the existing parking areas to increase the number of parking spaces from 215 to 260 spaces and to reduce the required 10 parking setback from a property line to 0' from the property line between Parcels L-1 and L-2 and to 6.5' from Dobbin Center Way right-of-way on Parcel L-2 for one new western parallel parking space, subject to compliance with comments from reviewing agencies.


Marsha McLaughlin, Director
Department of Planning and Zoning

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This plan may be reviewed at the Public Service Counter of the Department of Planning and Zoning during normal working hours.



DEMOLITION NOTES

- ALL MATERIALS DEMOLISHED, UNLESS IDENTIFIED TO BE SALVAGED (CONCRETE, PAVING, AND OTHER DEBRIS) SHALL BE REMOVED FROM THE SITE AND DISPOSED OF PER FEDERAL, STATE AND LOCAL REGULATIONS. ALL COSTS OF HAULING, DISPOSAL AND TIPPING FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR AS PART OF THE BASE BID.
- ALL QUANTITIES OF DEMOLITION SHALL BE DETERMINED BY THE CONTRACTOR AND COVERED IN THE BASE BID. CONTRACTOR SHALL MAKE NECESSARY SITE INSPECTIONS PRIOR TO BID TO VERIFY ALL QUANTITIES TO HIS SATISFACTION.
- CONTRACTOR SHALL REFER TO SEPARATE PLANS IN THE CIVIL SERIES (STORMWATER MANAGEMENT, SEDIMENT CONTROL, ETC.) TO DETERMINE APPROPRIATE SEQUENCE OF ALL DEMOLITION ACTIVITIES.
- CONTRACTOR SHALL PROVIDE PROTECTIVE DEVICES TO AVOID DAMAGE TO TREES DURING CONSTRUCTION ACTIVITIES.
- REFER TO SEPARATE PLANS FOR SEDIMENT AND EROSION CONTROL REQUIREMENTS.
- CONTRACTOR SHALL COORDINATE WITH APPROPRIATE UTILITY COMPANY PRIOR TO REMOVAL OR RELOCATION OF ANY EXISTING UTILITIES.
- ALL UNDERGROUND ELECTRICAL LINES FEEDING LIGHTING FIXTURES SHALL BE REMOVED BACK TO SERVICE PANEL. ALL CONDUITS INSIDE BUILDING SHALL REMAIN OR BE REMOVED AS PER ELECTRICAL PLANS. INCLUDE 500 LF ELECTRICAL LINE REMOVAL IN BASE BID.
- EXISTING UTILITY LINES HAVE BEEN SHOWN USING THE BEST AVAILABLE RECORDS OBTAINED FROM UTILITY COMPANIES AND FIELD EVIDENCE. PRIOR TO COMMENCEMENT OF WORK, CONTRACTOR SHALL CALL MISS UTILITY TO LOCATE ALL UNDERGROUND UTILITY LINES AND SUPPLEMENT THOSE MARKINGS BY ENGAGING A PRIVATE UTILITY LOCATING COMPANY (AT CONTRACTORS EXPENSE) TO ENSURE THAT ALL EXISTING UTILITIES HAVE BEEN MARKED.

APPROVED : DEPARTMENT OF PLANNING AND ZONING	
CHIEF, DEVELOPMENT ENGINEERING DIVISION	DATE
CHIEF, DIVISION OF LAND DEVELOPMENT	DATE
DIRECTOR	DATE
DATE NO. REVISION	
OWNER	DOBBIN SQUARE LLC ATTN: CHIP STEHLE 5410 EDSON LANE, SUITE 220 ROCKVILLE, MD 20852 T: 301.816.1548
DEVELOPER	BERMAN ENTERPRISES ATTN: CHIP STEHLE 5410 EDSON LANE, SUITE 220 ROCKVILLE, MD 20852 T: 301.816.1548
PROJECT	SHOPPES AT DOBBIN CORNER COLUMBIA AUTO PARK SECTION 1 AREA 1 PARCELS L-1 AND L-2
AREA	TAX MAP 36 PARCEL 401 ZONING NT 6TH ELECTION DISTRICT HOWARD COUNTY, MARYLAND
TITLE REVISED SITE DEVELOPMENT PLAN	
Pennoni Associates Inc. Consulting Engineers 8818 Centre Park Drive Suite 200 Columbia, MD 21045 T 410.997.8900 F 410.997.9282	
SEAL	DESIGNED BY : PJS DRAWN BY: ALC PROJECT NO : BERE1302 DATE : APRIL 17, 2014 SCALE : 1" = 30' DRAWING NO. 9 OF 16

